

### **AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

### **LISTING OF CLAIMS:**

1-11. (Canceled)

12. (Currently Amended) A method for controlling a speed of a vehicle, comprising:  
when an actual speed of the vehicle exceeds a predefined setpoint speed by more than a first predefined speed difference, activating a service brake of the vehicle, wherein the first predefined speed difference has a value greater than zero.

13. (Previously Presented) The method according to claim 12, further comprising deactivating the service brake when the actual speed drops below the setpoint speed again.

14. (Previously Presented) The method according to claim 12, further comprising, when the actual speed exceeds the setpoint speed, reducing first a torque request of a driving speed control.

15. (Previously Presented) The method according to claim 12, further comprising, when the actual speed exceeds the setpoint speed by a second predefined speed difference, which is smaller than the first predefined speed difference, activating an idle speed control and reducing a torque request of activated ancillary components.

16. (Previously Presented) The method according to claim 15, further comprising deactivating the idle speed control when a difference between the actual speed and the setpoint speed drops below a third predefined speed difference, which is smaller than the second predefined speed difference.

17. (Previously Presented) The method according to claim 15, further comprising deactivating the idle speed control for as long as the service brake is activated.

18. (Previously Presented) The method according to claim 15, further comprising, when the actual speed exceeds the setpoint speed by a fourth predefined speed difference, which is smaller than the first predefined speed difference, activating a deceleration fuel-cutoff.

19. (Previously Presented) The method according to claim 18, further comprising deactivating the deceleration fuel-cutoff when a difference between the actual speed and the setpoint speed drops below a fifth predefined speed difference, which is smaller than the fourth predefined speed difference.

20. (Previously Presented) The method according to claim 18, wherein the fourth predefined speed difference is greater than the second predefined speed difference, and further comprising deactivating the idle speed control when the deceleration fuel-cutoff is activated.

21. (Previously Presented) The method according to claim 18, wherein the deceleration fuel-cutoff remains activated for as long as the service brake is activated.

22. (Previously Presented) The method according to claim 12, further comprising, when the actual speed exceeds the setpoint speed by a sixth predefined speed difference, which is smaller than the first predefined speed difference, activating an ancillary component.